मद	अमरीका	जापान	जर्मनी	फ्रांस	द.कोरिया	ब्राजील	सी.आई.एस.	सेल बी.एस.एल.
श्रम लागत रोजगार लागत प्रति घंटा	37	35	38	33	18	11.25	2.5	1.5
एम.एच.प्रति टन	4.2	4.2	4.4	4.3	4.9	6.3	26.3	32
III कुल श्रम लागत	155	145	166	142	39	71	66	48
IV कुल प्रचालन लागत (I+II+III)	472	468	497	467	402	401	404	327
वित्तीय व्यय मुल्य ह्रास व्यय	28	55	50	51	65	60	15	34
V कुल वित्तीय वर्ष	38	82	60	68	77	84	27	65
कर पूर्व लागत(IV+V)	510	550	557	535	479	485	431	392

टिप्पणी: उपर्युक्त आंकड़े विक्रेय इस्पात (शीत बेल्लित) के लिए हैं ।

स्रोत: वर्ड स्टील डायनेमिक्स,मार्च,97

Bleak State of Affairs of Steel Industry

743. SHRI NILOTPAL BASU: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that the entire industry involving both the public and private sector is in a very bleak state of affairs;

(b) if so, the details thereof;

(c) whether any assessment has been made by Government about the reasons thereof; and

(d) if so, the details of the reasons and whether any corrective action has been contemplated to rectify the situation?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS): (a) to (d) There has been a slowdown in the growth of production and consumption of finished steel both in the public and private sector in the last one year.

Several factors have contributed to the present slow down of the steel industry. These *inter alia* include:—

(i) Sluggish demand in steel consuming sectors.

(ii) Overall economic slowdown in the country.

(iii) Cost escalations in inputs materials for steel industry.

(iv) Continuous increase in excise duty on steel.

(v) Dumping of finished steel from CIS and other countries.

(vi) Adverse conditions in expert market for steel.

(vii) Decline in domestic and international prices.

Government has taken several steps to help steel industry evercome the present problems. These are:

(a) To boost the demand and consumption of steel, the

Development Commissioner- for Iron and Steel (DCI&S) has launched a National Campaign for increasing the demand for steel, especially in non-traditional sectors, such as rural and agre based industrial sector.

(b) To reduce input costs for steel making, special import duty on several inputs such as coking coal (ash content < 12%) non coking coal (ash content < 12%) metallurgical coke, ferro nickel, charge nickel and nickel oxide sinters, low silica limestones and graphite electrodes (> 28,,) has been waived.

(c) Government has imposed Anti-dumping duties on Hot Rolled Coils, Hot Rolled Strips/Sheets/ Plates and Boiler Quality Plates imported from Russia & Ukraine on 27.11.98.

(d) Govt. has announced floor prices for import of certain finished steel items including seconds and defectives in December, 1998 to restrict their imports at very low prices.

(e) A 'Steel Exporters' forum has been set up to boost exports of iron and steel and to remove bottlenecks in exports.

(f) Rationalisation of Duty Entitlement Pass Book (DEPB) rates for steel exports have been carried out to boost exports.

(g) Enhanced project financing to steel sector by All India Financial Institutions and relaxation of ECB norms has been strongly recommended.

(h) Government has set up an Empowered Committee to examine and assist specific Research and Development Projects to improve technology for steel making and enhance quality of Indian steel.

Restructuring of SAIL

744. SHRI GAYA SINGH: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that there is a proposal under Government's consideration for economic restructuring of Steel Authority of India;

(b) whether Government will take a decision regarding economic restructuring by 31st March, 1999; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI RAMESH BAIS): (a) to (c) The Industrial Development Bank of India (IDBI) have, in their report, *inter-alia,* concluded that Steel Authority of India Limited (SAIL) should consider business solutions as a long-term strategy for improving operations and enhancing returns by steps such as rationalisation/ divestment of idle or non-core assets, divestment of unrelated/non-core operations and of loss making units etc.

Based on IDBI's recommendations on financial restructuring, SAIL has approached the Government for its financial restructuring which primarily envisages relief from the Steel Development Fund (SDF) loan/ Government of India loan towards writing down of fixed assets to the extent of interest capitalized, writing-off of loans and advances given by SAIL to IISCO, etc. The proposal is under consideration of the Govt.

सतना ख़ानों को बन्द किया जाना

745. **श्री गया सिंह**: क्या इस्पात तथा ख़ान मंत्री यह बताने की कृपा करेंगे कि:

(क) स्टील अर्थारिटी आफ इण्डिया को कच्चे माल प्रभाग की सतना ख़ानों के पिछले कई महीनों से बन्द करने के क्या कारण हैं;और